



Nov. Dec.'81

# REPORT

No. 177

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



## DEPOT WINS ORCHID AWARD

The La Mesa Depot last month was called a "brilliant restoration" by the judges who picked our project from over 200 nominations to be one of nine recipients of the prestigious "Orchid" award for excellence in the built environment. This photograph by the Report editor was taken before our rolling stock was moved down from Miramar and a week before completion of the landscaping. The bench on the porch is a gift from local AT&SF Trainmaster, Steve Crook, and is a classic antique high end depot seat from the Santa Fe. Steve also donated an old two wheel hand truck of obvious railroad parentage.

The story of our award winning depot is featured in this issue of Report along with other news of the west's fastest growing group of rail history preservationists.



This photo shows the depot just after being moved to the east side of the tracks in 1915 by the San Diego & Southeastern Railway who purchased all property of original owner San Diego Cuyamaca & Eastern Railway in 1912. This photo from the San Diego Historical Society's Union Title Collection was used as the model for the exterior restoration of the structure. Original color samples from this period were found in the PSRMA "Dumpster Collection" and exact paint matches of golden yellow and brown trim were mixed and applied as shown here.

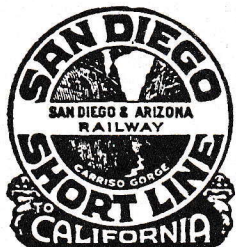
## DEPOT WINS AIA AWARD

PSRMA's La Mesa Depot has been awarded an "Orchid" for "outstanding design in the built environment" by a committee of design professionals from San Diego County. The "Orchids and Onions" community awareness program, sponsored by the San Diego chapters of the American Institute of Architects, American Society of Landscape Architects, American Planning Association, and the American Society of Interior Designers, annually selects the best and the worst examples of architecture and related projects in the built environment in the San Diego area. In selecting our little depot, the jury called it "An example of what can be done through the use of volunteer labor. A brilliant restoration of this historical building in the outlying community of La Mesa shows what can be done to continue our historical heritage on a small scale".

The awards banquet was a gala affair with most of San Diego's architects in attendance as well as various city council persons and local dignitaries. La Mesa Mayor George Bailey accepted the award on behalf of the city and PSRMA and praised the museum volunteers in his acceptance speech. Seated with the mayor and Mrs. Bailey were Mr. and Mrs. Lee Lorenzo of the La Mesa Historical Society, PSRMA President Jim Lundquist and PSRMA Vice President Larry Rose, the project architect. The affair generated some great publicity for the city and PSRMA with all the local newspapers covering the event. Several slides of the depot project were shown at the banquet on twin rear projection screens as were photos of eight other "Orchid" winners and seven "Onion" losers.

This special award has served as the icing on the cake for a super PSRMA project in the center of downtown La Mesa. Our depot looks better every day now as the landscaping has been completed and is taking hold. PSRMA looks better each day also as it gathers support and good will from the citizens of La Mesa, as well as the folks in City Hall. A week after the awards banquet, Eric Sanders, the depot committee chairman, Larry Rose, the construction boss, and John Maxwell, a key donor of material were honored at a La Mesa city council meeting with high praise from the mayor who formally presented PSRMA with the Orchid Award brass plaque. Mr. Maxwell, who's donation of \$10,000+ worth of clear heart redwood boards and custom millwork kept the project on schedule, received a special certificate in recognition of his outstanding contribution.

In accepting the award for the museum, General Manager Larry Rose made a brief speech thanking the mayor and council members for having faith in a group of volunteer citizens, most of them amateur carpenters and weekend handymen, to pull off such a highly visible project within shouting distance of City Hall. Also mentioned were the members of PSRMA who financed much of the restoration effort with cash donations. The Orchid Award plaque will hang in the depot next to a plaque with the names of all those members who made the project such a grand success. Stand proud, PSRMA, you just brought home a winner!



This photo was taken in 1954 just before the faded old depot was moved to Lakeside. The palm tree is still there and is almost directly across from the north end of our depot which is now back on its original 1894 site on the west side of the tracks. (photo from the PSRMA Library Collection)

## Campo Plan Available

The conceptual plan for our Campo development is available to members. The plan, 24" wide by 8 feet long, incorporates the phase one of trackwork as well as a ten year concept for future development approved by the Campo Planning Committee and PSRMA's Board of Directors. A blackline print is being offered to members at \$10.00 a copy to help offset planning and blueprinting expenses incurred during the crush of paperwork required to establish our home in Campo. The detailed drawing, by the museum General Manager, shows all buildings planned as well as all trackwork and landscaping. It is not the final plan, but does represent the basic philosophy of the Campo Planning Committee and the B.O.D. and therefore closely depicts what we set out to do twenty years ago.

If you would like a copy of this milestone document, sent ten bucks to PSRMA Campo Development; 4924 Wood St., La Mesa CA. 92041.....or you can stop by the La Mesa Depot some weekend and inspect the copy hanging on the wall in the baggage room.

# CAMPO

About five hundred feet of six inch water pipe was laid at Campo over the weekend November 21st, 22nd and 23rd. Dan Robirds spent four days at Campo back filling the water pipe trench and doing some fine grading with a rented skip loader. The new six inch line was installed so our fire sprinkler system can be activated. The original line had rusted out and was abandoned several years ago. Most of the heavy ditch digging was done with a leased back hoe, but much pick and shovel work still had to be done by PSRMA foot troops. The ditch digging crew included Larry Rose, Dan Robirds, and some new faces to the PSRMA trenches: George Curry, Tim Floersch, Fred Harrsen, and Carl and Sandra Moss.

Special thanks to Bill Barbour who is singlehandedly rewiring the building. Bill has the outside porch lights on now and is wiring in a light outside our new bunkhouse door. There is enough electrical work to do to keep Bill busy for months as new outlets and circuits are planned for our shop tools.

Dan Robirds has completed the installation of the hot water heater and it was successfully tested on December 13th. Dan has nearly completed installing a shower for the crew next to the bunk room. Another good weekend session should get it in operation.

The maple gym floor removal and salvage is now underway with a good sized crew doing the crow bar work. Pulling up the flooring, removing nails and neatly stacking the material for future use is labor intensive and there is plenty of room for more people to help with this project. If you haven't participated in any Campo on-site work yet why not add your name to this list at the next work session: Harry Doering, Scott Thompson, Shawn Eriksen, Jim Hamill, Norm Hill, Larry Rose, Steve Norris, Ron Hyatt, and another first timer, Dick Ruppert. The floor must come up before we can think about getting track laid inside the building. Getting our two 1880 vintage wooden passenger cars inside is a high priority for next year. We need more people to get our car shop ready. Get involved! Many hands can make short work of a tough job.

## RAIL MOVED TO CAMPO

by Bill Niedrich

On the weekend of December 5th and sixth, one hundred lengths of sixty pound rail was moved from our stockpile in Chula Vista to our Campo property. Member Vern Cook, a supervisor for the San Diego Gas & Electric Co., made the project go by making all the arrangements to borrow a heavy duty tractor trailer truck rig from his company.

Two round trips were made to Campo with the rail slid off the truck by hand, down rails blocked up on ties. Doing the heavy work at both ends of the operation were Vern Cook, Ken Dodd, Al Morris, Bill Niedrich, Dan Robirds and Jim Lundquist.

The rail was collected from along the SD&AE Coronado Branch and stacked at a convenient loading area by Mike Reading, Scott Sheehan, Chris Chumrau, Jeff Young, Shawn Eriksen, Al Morris, Bill Niedrich and Jim Lundquist over several weekends preceeding the move. More rail will be moved to Campo in the weeks ahead; over a mile all together has been donated by the SD&AE Railway. It is great to see new names appear in REPORT, especially involved in huff-n-puff grunt work like this. Thanks to all for a splendid effort!

## WHEEL SETS DONATED

Eight passenger wheel sets have been donated to the museum by Charles Varnes, the same gentleman that gave us U.P. diner #4054 now on display in La Mesa. All the sets have roller bearings and four of the axles are equipped with Spicer drives. The wheels were moved direct to Campo from Pomona on a truck rented from Ryder at one half cost and driven by member Tom Dush.

San Diego Gas & Electric Co. donated the use of a forklift for the unloading at our museum site. SDG&E has an east county equipment storage yard in Campo within a half mile of our site. Very handy. Several of the wheel sets are new, having never seen a rail and all are compatible with our heavyweight passenger cars. These wheels are a choice acquisition. Thanks, Tom, for the transportation work and thanks to Mr. Varnes for this most useful gift.

# INDUSTRIAL ARCHEOLOGY

( Restoration News )

by Ken Helm and Norm Hill

## ATSF CABOOSE

The entire exterior of our "shack" including truck frames now has a coat of red primer. The sides and ends were sanded down and loose nails in the siding replaced or reset. All holes and scratches in the siding were filled and sanded smooth.

In the process of scraping and wire brushing the archbar trucks, 1897 patent dates were uncovered on the journal lids and it was noted that most of the lids were different, the result of various re-builds over the years.

Norm Hill spent three out of the four days of the Thanksgiving weekend working on the caboose. Helping out over a period of several weekends were Bill Barbour, Steve Norris, Randy Gibson, Ken Helm, Harry Doering, Shawn Eriksen, Jim Hamill, Tom Travis, David Landrum, David Black, Ron Hyatt, Larry Rose, Mike Reading, and new members Tim Floersch and Brian Valteau. Special thanks to Bill Barbour for a fat donation of materials to the caboose project.

## E. J. LAVINO

The first steps have been taken to get 0-6-0 #10 back in steam. Ken Helm and Ron Hyatt washed out the boiler and then removed the throttle and dry pipe last month with the assistance of Harry Doering, Shawn Eriksen and Bill Barbour. Two weeks later, our boiler insurance inspector Dominic Siciliano, crawled in, checked everything out, and pronounced the boiler fit for service.

The long process of lapping valves and refitting appliances is now underway and new cab doors will have to be built. The coal bunker needs welding work and the locomotive needs to be rewired.

## MOJAVE NORTHERN

Harry Doering did a terrific job in rebuilding the headlight of No.3 as a home project last month. The headlight was donated by Wally Barber and will be wired to a photo cell to add a little night life to the area near the depot. A conduit from the depot was stubbed out last year by the track in anticipation of the close proximity of our little Davenport built 0-6-0.

## LA MESA DEPOT

A mail slot has been installed through the wall of the depot at the exact spot of the old waybill box shown in the old photos. There is an aluminum chute through the wall that comes out under the ticket counter on a shelf with a wire basket. The chute was fabricated and installed by Larry Rose and a small plaque with our name and new address was installed on the outside above the spring loaded slot cover. Bob Martin, back in town after a year in Bremerton, Washington, fabricated the engraved sign within twelve hours of being told of the need!

All PSRMA letterhead and brochures, etc. will now be changed over to the more prestigious address of our award winning depot. It will probably take at least a year to phase out our current P.O. box address.

Norm Hill has arranged for the arrival of the translucent ticket sign in the grille work above the ticket winder. Dick McIntyre installed the sign with expertly (as usual) machined metal clips. These little details are being taken care of one at a time and last month, one of the really rare details presented itself.

PSRMA Board Chairman H.C. "Chop" Kerr found an old baggage scale advertised in the newspaper. Chop purchased the scale on first sight and donated it to his favorite charity. It is now in the corner of the La Mesa Depot baggage room. The scale has a 1903 date cast into its frame and is in perfect working order. It is complete with all the original weights and brass balance beam and is the exact type for our little train station. How do we know? Remember!? We found an original 1920 contents inventory in a trash dumpster last year in the SD&AE freight yard!

The fire sprinklers are now installed in the depot thanks to Mike Erwin's American Fire Sprinkler Company. Mike's donation of installation and all hardware amounted to a \$2,000.00 gift to PSRMA!

# S.D. & A.E. STEAM LOCOMOTIVES

## PART IV

### THE SMALLEST 2-8-0

by

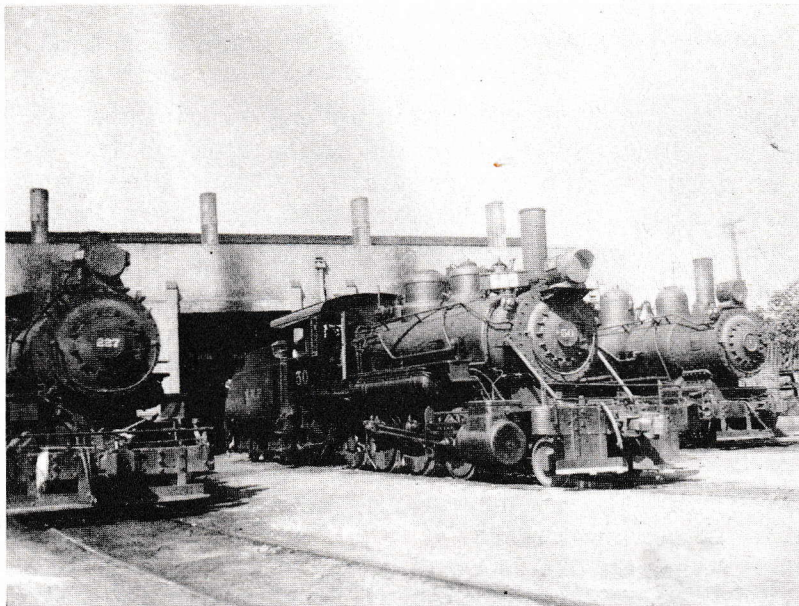
P. Allen Copeland and Joseph A. Strapac

After the SD&A started construction, a second locomotive was deemed appropriate to handle supply trains and switching. Number 1, an 0-6-0 purchased in 1909 was fine for switching and construction work, but the lengthening mainline of the road as it was being extended from San Diego east called for a road type engine. Accordingly, in 1910 a small 2-8-0 was ordered from Baldwin. Delivered in January, 1911, the Consolidation was assigned SD&A No. 50. The engine was immediately placed into service pulling work trains and performing construction duties. The 0-6-0 and 2-8-0 were adequate for light work, but as construction continued and limited operations were started to intermediate points, even heavier power was required and two 2-8-0's were purchased from ALCO in late 1914, almost twice the size and power of No. 50.

When the San Diego & Southeastern was merged into the SD&A in 1917, with its lightly built suburban lines to Lakeside, Chula Vista and Coronado, new operational territory was available for No. 50. The 2-8-0, small as it was, was considerably more powerful than the 2-4-2ST and 4-6-0 types previously used on the lines. At first, the No. 50 continued to see service in work trains, but as the need for that service declined, the 2-8-0 was used to supplement the older locomotives on the branches. No. 50 even saw occasional use on passenger trains, pulling open platform coaches to the race track at Agua Caliente and for inspection trips.

When in need of heavy shopping, No. 50 (as well as all other SD&A steam locomotives) was sent to the Southern Pacific Los Angeles Shops via the Imperial Valley, Indio and Colton. The SP assigned class C-30 to this unique locomotive, the only one of its type on the far flung SP system. SP also leased the locomotive for varying periods as required.

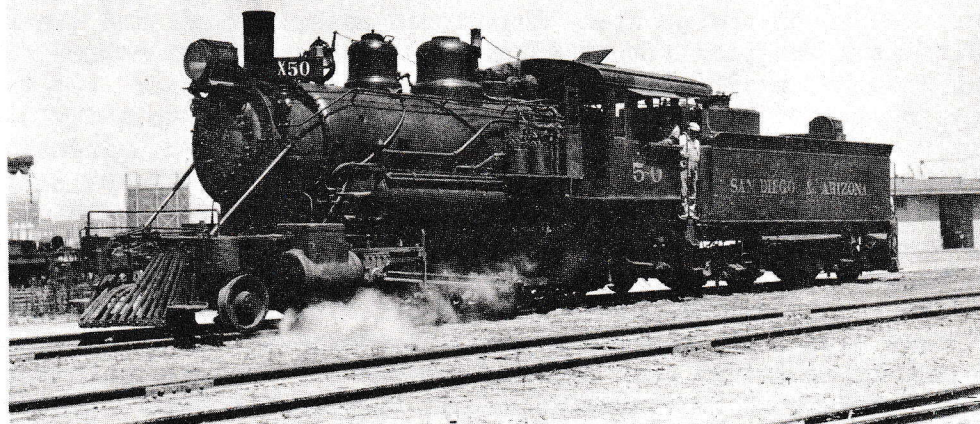
When the oldest 4-6-0's became unserviceable, No. 50 saw more service on the Lakeside Branch as the regular freight engine, but it continued to be used on the other branches as well. During the Depression, freight service to Lakeside declined to three times a week, and this allowed plenty of time for the little 2-8-0 to handle other assignments as well. No. 12, the most modern of the small 4-6-0's was retained as a backup branch line engine. No. 50 continued in this service until 1950, when it was sent to Los Angeles and scrapped. Leased SP 2-6-0's replaced No. 50 and soon they were in turn returned as new SP GE 70-ton diesels took over all switching and branch line chores out of San Diego.



This rare shot shows No. 50 wearing the slope backed tender of leased Northwestern Pacific engine No. 228. Also shown in this 1945 photo are 0-6-0 No. 1 and leased NWP 0-6-0 No. 227 at the now extinct engine house in San Diego.

(photo from PSRMA Library)

At the time that No. 50 was built, many railroads were selling off small 2-8-0's of similar size to this engine. It may be wondered why the line didn't pick up one of these "locomotive bargains" instead of ordering a new locomotive from Baldwin. However, it is doubtful that any castoff would have been as serviceable and useful to the SD&AE to have lasted for almost forty years. It is fortunate that the Spreckles management were trying to run a "class" operation and decided to purchase an off the shelf version of a Baldwin shortline and logging locomotive design.



Here is the other side of No. 50 with her regular tender and original pilot snapped some time in the 30's by R. L. Neill.  
(PSRMA Library Collection)

50 2-8-0 Baldwin 35983 1/11  
Class C-30 50" 20"x24" 137000 122000 180 29400  
Purchased new. Scrapped by SP, Los Angeles 12/14/50.

## ATSF #3751 TO STEAM AGAIN

by Brenda Bailey

A newly formed group, the San Bernardino Railroad Historical Society, has been working with the City of San Bernardino Park and Recreation Commission to restore and operate this historic locomotive. To date, a federal locomotive inspector was brought in to inspect the boiler, and has given authorization to proceed without having to remove even a single flue or tube. Volunteers have removed the cylinder heads and have inspected the cylinder and pistons---they were excellent! The bearings have yet to be inspected, and if they are also in good shape, then the locomotive can be made operable again. Then the project will be contingent upon adequate funding being made available from the City of San Bernardino and donations. The city and the historical society plan to have the engine ready for the city's Centennial Celebration on September 13, 1983 providing, of course, that the funding is obtained and the mechanical condition of the locomotive continues to be good to excellent.

The locomotive was originally built by Baldwin Locomotive Works in 1927 as No. 60004. No. 3751 was the only northern on the Santa Fe's roster for almost a year while a series of tests were run off between La Junta, Colorado and Albuquerque, New Mexico. The tests were very successful, the locomotive could haul 33% more tonnage using 19% less coal than their best mountain type engine at that time. In the mid-1930's the engine was converted to an oil burner and received a larger tender at that time also, carrying 7,107 gallons of oil and 20,000 gallons of water. In 1938, the locomotive was rebuilt with 80 inch drivers and roller bearings applied to all of the axles. The original 8 foot smoke box was replaced with an 11 foot one to compensate for the extra length needed by the larger drivers. Many other "modern" appliances were added and the boiler pressure was raised to 230 pounds. The engine served the Santa Fe well until 1956 when it was put into storage, and it was donated to the City of San Bernardino on June 3, 1958.

For further information, you may contact: San Bernardino Railroad Historical Society, 43732 Beech Ave., Lancaster, CA 93534.

# PSRMA's 1st South American Rail Tour

RETURNED TO TELL THE TALE!

by Ann McVeagh

Let me first say that all the tour members are back, alive and well; there were no revolutions, no guerillas, no hijackings; everyone handled the high altitudes very well, enjoyed the food and drink with little ill effect, lost very few items and were terrific travelers. None of the problems envisioned materialized, and the unexpected was coped with. It was a long, full trip and no one could hope for a more adaptable, versatile and cheerful group of people to tour with. They are all great!

The group left from Los Angeles via Branniff Airlines and flew non-stop to Bogota, Columbia, an overnight flight of about seven hours. We all dashed into the duty-free shops to see the famed Columbian emeralds, and then off again for the short flight to Quito, Ecuador, our first stop. That afternoon the group drove up to the equator and stood in two hemispheres at once! The next day found us out early and on our way to the Otavalo market, Ecuador's most famous. The Ecuadorean countryside and on up into southern Columbia is lovely and peaceful, and our drive to Otavalo was most enjoyable. The market is an Indian, open-air, one-day-a-week extravaganza, and a great place to see the local peoples and color and do some super shopping. On the way back we checked out a local train station (with a tiny turntable, old-fashioned ticket office with teletype, still in use, and other interesting days-of-yore oddments, but all still in operation). The rail line runs from Ybarra To San Lorenzo on the coast and our next trip will include this narrow gauge, mountains-to-the-sea run.

After seeing Quito, we were ready for our first train ride, a spectacular trip via Auto-ferro, a diesel powered, one-car train which took us from Quito to Riobamba past most of Ecuador's dramatic volcanos. The weather was beautiful and we really had a good view of all of them. The high point on this run is at Urbinas, which is over 11,000 ft. The train station was right out of the Kansas countryside, but to the west towered the volcano Chimborazo, 22,000 ft., long thought to be the highest peak in the world until modern day measuring devices proved otherwise. What a sight!

After spending the night in Riobamba at the Hotel Galpon (which in Spanish means open storage shed; it was anything but that, very lovely, in fact) our group got up early and headed for the train station to board our chartered steam train for Quayaquil. We knew it had arrived, because two of our group had gone on ahead to bring the train up the mountain, and had appeared at the hotel the night before, covered with soot from head to toe, the result of riding on the tender all the way. And during the night, in my room, I could hear the huff-huff of the engine in the rail yard far below. But no one was quite prepared for the sight that greeted us as we rounded the corner to the station. There, sitting all by itself, puffing away, was a bright red steam engine, with a bright red wooden coach behind, waiting for our astonished group, who couldn't believe their eyes. It was a sight right out of the past, or out of some child's picture book and it was all ours! It would be hard to find a group of travellers more thrilled or excited.

The train-oriented members of the group identified the engine as a Baldwin 2-8-0 built in 1935. But rail fan or no, anybody would have loved this train. After much picture taking, we finally got on board and were off, trailed the whole day by an extra Auto-ferro coach in case of mechanical problems. This proved to be helpful, for some of the passengers rode on the Auto-ferro to photograph the steam train. Our little engine made it all the way to Duran, and on time! There were many stops for water and tending, and to take on fuel, and to check things. It was Sunday, and there was no traffic so we had the whole line to ourselves. The trip is a very famous one because of the Devil's Nose Zig-Zag, or switch-back. It was a superb engineering feat in its day, and is a thrill yet today as the train zigs up and then down on the face of a cliff 4,000 ft. above the valley. Then the long run across the littoral to the coast. Duran is the terminus for the line, and it was after dark when we arrived, but not too dark to see at least six more steam engines working away in the yards. A steam fan's dream! On our next trip we will spend the day there. It was too good to pass by so quickly.

Everyone had enjoyed Ecuador. The people are very friendly, the weather is always springlike, the scenery is spectacular, and we could not ask for more cooperation from the rail officials and tour agency. (There is a lot to see and do in Ecuador from the Pacific to the Amazon and one could spend their whole vacation there, but we had more to see and more trains to ride as we continued south through Peru.

(to be continued)

## Railfan Patrol News

by Dr. Mark S. Cramer

Disaster comparable to a cornfield meet has occurred to the Railfan Patrol! Our Director and Founding Father, Ed Smith, has had to move to the San Francisco Bay area, and leave the R.P.! Seriously, we wish Ed the best of luck in his new ventures and are very grateful to him for having started the Railfan Patrol. I have a hunch that the Santa Fe, Southern Pacific and Western Pacific Railroads in the bay area and eastward to the Donner Pass are going to run a lot safer in the near future. After all, Ed helped in the apprehension of well over 150 vandals, thieves, etc., in San Diego during the last few years.

Ed Smith was the major motivating force behind the R.P., having helped establish excellent rapport with the ATSF special agents here in San Diego and also on a national level with Mr. Ball in ATSF's Chicago headquarters. Ed had also recently initiated talks with the Southern Pacific for a similar program in the Imperial and San Bernardino Counties for our members who railfan out that way, and I believe we will soon see fruits of this labor. He was also negotiating with the San Diego Trolley at the time of his departure. We need a very responsible R.P. member who is interested in traction and has access to the San Diego South Bay area to carry on negotiations with the trolley special police at a close level.

Ed was a very busy man on behalf of the PSRMA Railfan Patrol. It will be impossible to come close to Ed's time, dedication and abilities in running the R.P.; however, I will try!

Of especial note: The Santa Fe special agents, out of appreciation, presented Ed Smith with a beautiful plaque on October 26, 1981 during a goodbye luncheon in his honor as a way to say "thank you for all your help". The ATSF special agents then outdid themselves by presenting to all the PSRMA Railfan Patrol members a very exquisite set of Degan 5 Chime Dinner Bells as used on the great name passenger trains of yore, to be used on #1509. This indeed was a wonderful and outstanding honor in the history of our museum and the Railfan Patrol. Thank you, Santa Fe special agents!!

The long range plans for the patrol remain the same as under Ed's directorship. We will continue our close working relationship with the ATSF; we will stop vandals, thieves and other vermin in their tracks, and we will continue to grow and gain wider recognition on the ATSF and other railway systems nationwide. Short term, we will soon have an R.P. meeting. Help protect America's trainmen and trains; support the PSRMA Railfan Patrol. Good Hunting!!

(Dr. Cramer was appointed last month by the Board of Directors to continue the excellent work that is being done by the Patrol. PSRMA is grateful that Dr. Cramer has taken an interest in the Railfan Patrol and we wish him success in this very important function of PSRMA. We hope that all R.P. members will support Dr. Cramer and keep the Patrol active and successful.)

### AMTRAK FAMILY DAYS

During the weekend of January 30 and 31, Amtrak will sponsor their popular family days in San Diego by bringing in the double deck Superliners and having an open house. The cars are the same ones used on almost all long distance trains outside the east coast. Here is your chance to visit Amtrak and take along friends who might be thinking of a trip next year.

During the open house, PSRMA will have a booth in the Santa Fe Depot (Broadway and Kettner, downtown) to show the good people of San Diego the history of railroads in Southern California, and, of course, to spread the good word about our museum.

If you are interested in helping to staff the booth, please call Eric Sanders at 469-1288 as soon as possible.

# Exhibit Staffers

by Bob DiGiorgio

Our Embarcadero Exhibit is the scene of many really nice experiences, some of them occurring after the exhibit has closed to the public. One of the best was the November 28th wedding, in the Robert Peary, of member Dan Marnell and Debbie McGill.

Our exhibit is especially beautiful right now, all trimmed up for Christmas. Walter Anderson Nursery donated a nice living tree, which was decorated by the DiGiorgios. Linda DiGiorgio and Doris Dean have also trimmed out the rest of the two cars, in styles that go nicely with the cars' old-time elegance.

The exhibit is looking noticeably cleaner, too. The Welfare Department is sending us food stamp recipients (who now must work for their stamps) and they are getting into the heavy spring cleaning the cars have been needing for some time. Linda DiGiorgio has spent several days at the exhibit, getting the new cleaning troops organized and supervising their work.

Permanent improvements are underway, too. One of the most serious inconveniences our staffers have had to put up with has been the lack of a working toilet in the exhibit. But now Dick McIntyre is installing a holding tank on the Peary. By the time this gets to print, we expect him to be finished, and the restroom in the Porter's Room working for our faithful and deserving hosts. We also now have coffee and tea for them.

Speaking of our faithful and deserving staffers, here are those who kept us going during October and November:

|                      |                    |                  |                     |
|----------------------|--------------------|------------------|---------------------|
| Mike Retz            | Ann Mendez         | Jean Sturges     | Jo Pressnall        |
| Doris Dean (2 times) | Shirley Cook       | Max Miller (2)   | Linda DiGiorgio (2) |
| David DiGiorgio (2)  | Jane McMillan      | Alden Morse (2)  | Roy Pickering (2)   |
| Cecil Badman         | Patricia Rau       | Al Vartanian (2) | Joe Laurent (2)     |
| Michael Knittle      | Lee Snodgrass      | Joseph Smith     | Dorothy Knittle     |
| Curtis Croulet       | Georgina Massey    | Bill Niedrich    | Judy Parker         |
| Charles Wade         | Bob DiGiorgio (2)  | Harlan Hatz      | Lannie Starr        |
| Amelia Worthington   | George Parish      | Terry Danielson  | Jim Worthington     |
| Gene Wegener         | Herb Kehr (2)      | Robert Warner    | B. V. Parks         |
| Frank Kearney        | Jim Bradley        | Belden Rau       | Chop Kerr           |
| Bill Evans           | L. W. Beasley      | Ray Archer       | Elaine Warner       |
| J. P. Snodgrass      | Bill Schneider (2) |                  |                     |

## MEMBERSHIP ACTIVITIES

ORGAN CONCERT: Last July, 240 plus PSRMA members and friends enjoyed an evening of theatre pipe organ music and silent movies at the California Theater. The organist was Gaylord Carter and our host was the San Diego Chapter of the American Theatre Organ Society. Tentatively, another PSRMA group will gather at the same theater on a Saturday in February. This time the organist will be the talented Chris Gorsuch. Mr. Gorsuch will be playing the Theatre Organ Society's new white and gold, three-manual, Wurlitzer console which will replace the society's two-manual console. Time will be 2:30 p.m. or 7:35 p.m. on Saturday afternoon in February. The date is still tentative as the organ console is still not ready for delivery to ATOS. If you want further information, please call PSRMA at 469-1288.

THE D&RG COLORADO TRIP is still scheduled for early June. The event will allow for a three day schedule, five day schedule or an extended period by individual arrangement. Telephone 469-1288 for further information about a ride on the D&RG's "Rio Grande Zephyr".

ARE YOU A VOLUNTEER? Have you mailed in your copy of the Volunteer Survey form? Frankly, few have! Your help is needed! There is great need for docents, preparation of displays, slide programs, etc. Volunteers are presently needed for staffing the La Mesa Depot Museum and the Embarcadero Exhibit on weekends and for PSRMA's participation in Amtrak's Family Days-San Diego on January 30 and 31. Volunteers for the Embarcadero Exhibit should call 283-3066 and for the La Mesa Depot Museum and Amtrak Days call 469-1288. Send your volunteer survey form to PSRMA, 7861 Normal Ave., La Mesa CA 92041. We thank you.

# Membership News

by Tanya Rose

Another banner year for PSRMA has passed and it would appear that changing our dues rates and adding more types of membership levels has paid off. As you can see, our \$30 contributing and \$50 supporting memberships continue to draw more names and H.C. "Chop" Kerr has become a life member. H.A. Hurry, a front liner in the restoration troop, has rounded out this fabulous year by being the first person to join at the new \$500 life member level. As a way of honoring four members who were responsible for the founding of PSRMA, the Board of Directors created the exclusive Life Charter category. It will have only these four names, T.E. Durkin, Eric Sanders, John B. Stodelle and William T. Wootton. A big thank you to members old and new who continue to support and nurture our museum, and a big welcome to all the newest members listed here, especially Eakles A. Hille, retired Mo Pac hogger!

## REGULAR MEMBERS

|                       |                   |                  |                |
|-----------------------|-------------------|------------------|----------------|
| Franklin L. Alexander | Bill Gunther      | Miss Pat Moran   | Mig Olsaski    |
| D.C. Cooper           | Caroline F. Hille | Leland W. Nelson | Frank Scully   |
| John R. Fleming       | Eakles A. Hille   | James D. Nisil   | Stan D. Wilson |
| Betty E. Gill         | James J. Lewanski |                  |                |

## FAMILY MEMBERS

|                                  |                                       |                                 |
|----------------------------------|---------------------------------------|---------------------------------|
| Ronald A., Genevieve S.          | Jessica Mc Phillips                   | Don F. & Sophie Smith           |
| Starlene & Ronnette Bowman       | Walter & Gwen Morrison                | John A. & Charlotte M. Smith    |
| Jill & Joshua Covington          | Eamonn Oley                           | George N. & Ethelyn B. Sorenson |
| M/M J.L. Cunningham              | M/M Don Plunkett                      | Lonal & Mary Pierce             |
| Roger, Barbara & Matthew Garrett | Reed's Hobby Shop (Bob & Sue Bickley) | Stanton & Judy Kerr             |

## SUPPORTING MEMBERS

|                       |                    |
|-----------------------|--------------------|
| Knud Antonsen         | Barry H. Herlihy   |
| Larry K. Carlisle     | Rock & Mary Hunter |
| James & Robert Hamill |                    |

## CONTRIBUTING MEMBERS

|                       |                   |
|-----------------------|-------------------|
| Bob & Kay Cornett     | Margaret G. Stahl |
| George E. Schnur, Jr. |                   |

## LIFE CHARTER MEMBERS

|                 |                    |
|-----------------|--------------------|
| Terry E. Durkin | John B. Stodelle   |
| Eric Sanders    | William T. Wootton |

## LIFE MEMBERS

|      |                       |
|------|-----------------------|
| #13. | H.C. "Chop" Kerr, Jr. |
| #14. | Harry A. Hurry        |

If you've ever taken a trip on or admired the beauty of our restored passenger cars one of the people you can thank is Good Ol' Jack Linn, our resident curmudgeon and restoration legend in his own time. Jack, who has given so much of himself to PSRMA, is in the hospital and in need of our prayers and special thoughts. I just know it would boost his spirits if you sent him your best wishes. Why not send a card to Jack Linn, 3877 Camino Lindo, San Diego CA 92122. Thank you and God bless!

## Country Fun At Campo Barn Dance

by Jim Lundquist

Saturday night, November 14th, was a hot night in Campo at the museum sponsored car barn dance and bar-b-que. Lots of people had a good time and took advantage of the event to inspect our new home. With a last minute change in location necessary to the Campo Community Center, guided tours were run down the road to our site. The local folk showed up in droves to express their support of our project and were impressed at the work completed so far. It sure is nice to be wanted and supported by the whole community, especially the Campo people who are just terrific.

There is a lot of work to setting up a function like this, and thank goodness the museum volunteers stepped forward again. I would like to thank Mari Porter, who handled all ticket sales, advance and at the door and helped with clean up the next day. Thanks to Don Taylor for all the P.R. Ann McVeagh and Rita Cloud helped me buy the food and bar supplies. In the kitchen and food service were myself, Ron Hyatt, Wilma Steele, Judy Parker, Scott Thompson and Mrs. Thompson. Dan Robirds helped with the set up, as well as Roy Pickering (also selling PSRMA materials), and Harry Doering. At the bar was Tom McVeagh and his friend. Larry Rose, along with almost everyone, helped with the early clean up and floor mopping 'til nearly 2:00 a.m.

Many thanks to all---If you missed this one, you missed a real fun night!

## CHARTER MEMBERS RECOGNIZED

On April 16, 1961, thirteen San Diego area rail enthusiasts got together and formed the San Diego County Railroad Museum. Only four of the original group were still on board when the name of the organization was changed to PSRMA on November 17, 1963. Those four true believers are still members today, having hung in there tough during the lean, formative years as lesser mortals fell by the way. Now, during PSRMA's finest year, it seems a good time to acknowledge the folks responsible for our existence: TERRY DURKIN, ERIC SANDERS, JACK STODELLE, and BILL WOOTTON. Three of these four hardcore trainbuffs are past presidents of PSRMA and all have held other administrative posts over the years.

At the November 3, 1981 board meeting, the tenacity of these founders was finally recognized as all four were elevated to Life Charter member status, a category of membership only they can ever hold.

TERRY'S devotion to railroading led him to a permanent right hand seat on the Santa Fe and he has "engineered" several key donations for PSRMA including several steam locomotives. ERIC has served on the Board of Directors continuously for twenty years and was the first editor of REPORT. He also has twenty years service on the excursion committee. JACK, who runs a radio station in Brawley, California, owns two private railroad cars that are often used on PSRMA excursions into Mexico. BILL now lives in the Los Angeles area and has been an officer and activist in the Orange Empire Railway Museum in Perris. He was also PSRMA's fourth chief executive officer back in 1964.

These four are the finest examples of the determination required to make a volunteer organization like ours successful. The current generation of PSRMA zealots have taken note and are just as determined to carry our banner to the top of the hill. Thanks, people, for showing us the way!



## PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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